

## Top Strategies to Reach 50/50 Mode Share by 2039

### ***Reduce traffic fatalities, serious injuries by focusing on safety culture, behaviors***

We must strategically promote a culture of safety by emphasizing education and encouragement focused on behaviors that contribute the most to traffic injuries and fatalities, while continuing to incorporate safe design principles into our multimodal infrastructure.

### ***Move more people by investing in public transportation***

We should invest in a complete public transportation system, with high-capacity vehicles in dedicated transit pathways, because it has the ability to move the most people in the region and through the core of Austin.

### ***Manage congestion by managing demand***

Transportation demand management (TDM) is an approach to tackling congestion through strategies that more quickly reduce our impact on the transportation network rather than adding costly capacity.

### ***Build active transportation access for all ages and abilities on sidewalk, bicycle, and urban trail systems***

Expand multimodal transportation choices by completing the sidewalk, bicycle, and urban trail systems, with a focus on completing the highest priority projects in the near-term.

### ***Strategically add roadway capacity to improve travel efficiency***

We should strategically add capacity for motor vehicles and multi-modal travel and improve connectivity in our the street grid to better distribute trips across the community and connections in as we welcome new infill development a way that preserves safety in the public right of way.

Working with partners to improve intersection operations and reduce bottlenecks in the roadway system will help smooth the flow of traffic.

### ***Connect people to services and opportunities for better health***

Our transportation network should increase access to healthy food including community amenities such as grocery stores, healthcare, workforce assistance and childcare. By increasing choices for how we travel, we can provide the community with improved opportunities to meet these needs.

### ***Address affordability by linking housing and transportation investments***

We must coordinate housing and transportation investments to maximize affordability and minimize displacement, knowing that mobility is a key component of household affordability.

### ***Right-size and manage parking supply to manage demand***

We should dynamically manage parking demand and supply to balance the needs of people and goods delivery. Dynamic parking management includes innovative curb space management and pricing as a tool to manage congestion.

### ***Develop shared mobility options with data and emerging technology***

Focus on shared mobility capabilities in the piloting of emerging technology. From public transportation to shared and on-demand mobility services, technology and data can connect our vehicles and infrastructure with people.

### ***Build and expand community relationships with plan implementation***

Recognizing the impact our transportation network has on our community, where we choose to live, and how we interact with each other, it is vital that all voices in our community are heard and are sought out to participate in the development of transportation projects and programs.

## Challenges

Our current transportation network, trends, and opportunities present us with various challenges. To achieve our goals and vision of a mobile, safe, and interconnected Austin, we will have to address these challenges. Strategies to tackle these challenges motivated the recommendations in this plan.

### ***Challenge 1: How might we lower the risk of travel-related injury and protect and promote public health?***

Safety is the most important consideration in transportation decision-making. Even with that mission defining much of the work of the City, dozens of people die each year on Austin's roads.

Our

transportation network's most vulnerable and at-risk users, people who walk, bike, and ride motorcycles, as well as people of color, people with lower incomes, and those experiencing homelessness are disproportionately affected.

In addition to protecting Austinites from serious injury and death, transportation can affect public health in other ways. For instance, reducing vehicle-miles traveled reduces emissions associated with automobiles. Emissions, specifically ground-level ozone, have health effects for at-risk populations, including children and seniors. Transportation can also promote public health by increasing access to healthy food including community amenities such as grocery stores, healthcare, recreational opportunities, and active transportation options for commuting or meeting daily needs that can allow for physical activity as part of a daily routine.

### ***Challenge 2: How might we supply a multimodal transportation network (for driving, walking, bicycling and taking transit) that can meet the demands of a growing region while providing equitable access to transportation choices, opportunities, and services?***

With Austin's population doubling approximately every 20-30 years, our region struggles with the demand that growth has on our transportation network. The challenge is furthered by the fact that 74 percent of Austinites drive to work or school alone. The demand on our roadways is especially evident in the traffic congestion we see during peak hours. The average driver in Austin spends more than 50 hours in traffic every year. Consequently, congestion costs each Austin commuter approximately \$1,200 annually in excess fuel, vehicle wear and tear, and time lost. In total, congestion costs the region over \$1 billion annually.

Traffic congestion can lead to unreliable and slower travel times, as well as other critical externalities such as inefficiencies in goods movement, emissions from vehicles idling in traffic, and reduced access to jobs and services. Unpredictable traffic makes getting around Austin difficult, and a lack of alternative travel options leaves many with no choice but to sit in traffic jams.

While growth can bring economic vibrancy to the city, an efficient and accessible multimodal transportation network is required to supply these benefits for all Austinites. Barriers in mobility connectivity have created hurdles to individuals without vehicles, or those who frequently rely on transit services to reach higher wage jobs in various parts of Austin. Communities outside the core of the city struggle to access frequent and reliable public transportation services near where they live and work.

People who do live relatively close to where they work find transit uncompetitive with driving alone because of commute time.

Adding supply to the transportation network for all modes, including driving, walking, bicycling, taking transit, and emerging mobility solutions, is a desire of the community that we heard throughout engagement efforts. Participants indicated our lack of options contributes negatively to their quality of life, access to jobs, and congestion throughout the community.

**Additional Direction for Amendment 2:**

Where “healthy food” is referenced, add “including community amenities such as grocery stores”

## Policy 3

### *Optimize public safety priorities*

Manage public safety needs supported by the transportation network including street safety, emergency response, flood risk, disaster resiliency, and public health to minimize the risk of injury and death

Our community faces various risks to our health and safety—such as car crashes, fire, floods, and diseases—and transportation is integral to countering such risks. Our transportation network is vital to the mitigation of and response to these hazards, and we should work with all of the public safety agencies throughout our community to ensure that our transportation network is able to support public safety in a manner that best protects our community and minimizes risks overall.

We must do what we can to work wherever possible to improve safety and coordinate with partners to minimize the impacts of unforeseen hazards. In 2017, there were over 30,000 vehicle crashes on Austin's streets, and over 16,000 required a police report due to the level of physical damage or seriousness of the health outcome. These crashes resulted in over 450 serious injuries and 76 fatalities. Improving our community's public safety requires safe streets that are planned, designed, and maintained to minimize risk and protect human lives. While we can design for safety on our streets, we must also be aware of other risks posed by nature, such as wildfires or flooding. Agencies working to minimize these dangers, such as police, medical responders, and firefighters, rely on our transportation network to respond to incidents and provide help to our community. Emergency response also requires enhanced connectivity, so the use of devices like crash gates should be a last resort as they slow down emergency response.

Sometimes the goals for combating all of these hazards align; for example, a connected street grid benefits our ability to get around by multiple modes, public health, and emergency response, among other things. However, sometimes there are competing goals among the different agencies working to minimize risk. We believe that our community must approach public safety holistically, with a focus on creating the best outcome to minimize risk and danger to our community. When conflicting priorities arise, we must work together to develop solutions and make evidence-based decisions around policy and design that uphold the prevention of injury and the preservation of human life as the highest priorities.



## Amendment 4

## MPT Garza – Item 33

### *Policy 3*

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#### ***Support the creation of Mobility Hubs***

Support and develop Mobility Hubs of different scales that provide diverse amenities for families to serve as connection points between public and private transportation services and multimodal transportation options

Mobility hubs play a vital role in the network by facilitating safe and easy connections between shared travel modes, as places for people to switch from a personal vehicle to a shared mobility service. Mobility hubs are more than a typical transit station or park-and-ride facility. They create welcoming and attractive places for travelers that include amenities, information resources, and a variety of both public and private transit services. Mobility hubs can be coupled with placemaking efforts, creating safe, accessible and connected places for people to engage with fellow passengers and the wider community.

By creating mobility hubs integrated with public transportation, we can offer a wide variety of first-mile/last-mile options for people to use. Some of the services located at mobility hubs could include bike- and scooter-share, car-share, access to shuttles, and ride-hailing services. Mobility hubs should also incorporate different electric vehicle charging devices for locals and visitors alike. These mobility hubs could incorporate services like package pickup so that people can pick up mail along their trips, reducing the overall number of deliveries drivers make to individual addresses.

Mobility hubs are community spaces where we can share mobility knowledge with each other. Community programming such as repair and maintenance classes, at mobility hubs, can help people learn how to care for their personal vehicles like cars and bicycles. These spaces could also empower community members to try out and use other shared mobility options, such as showing people which bus route would be best for their trip.

Mobility hubs must emphasize equity and access as integral design components to help guide the modes and services available at each unique location. Mobility hubs will offer a different set of services based on where they are, how many people use them, and what the needs of specific communities

are, but they will all be high-quality places where we can take advantage of all the options that shared mobility has to offer. Mobility HUBs should also provide diverse amenities for families that provide a family friendly environment.



**Additional Direction for Amendment 4:**

Where “transportation HUBs or transit stops” are referenced look for opportunities to emphasize on creating family friendly transit stops that provide amenities for families.

## Amendment 5

### *Policy 1*

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#### ***Operate the transportation network safely, reliably, and efficiently***

Promote safe, reliable, and efficient mobility for all modes of transportation across the entire network

Operating our transportation network is about getting everyone where they need to go, when they want to get there, safely, reliably, and efficiently. Today transportation comes with inherent risks to travelers. While we cannot eliminate risk entirely, safety is our number one goal and we seek to reduce risk, especially to vulnerable road users. For example, a broken pedestrian push button is considered an emergency priority for repair. Another example of prioritizing safety in transportation operations is ensuring that our first responders can arrive quickly and safely using technologies such as emergency vehicle preemption.

Providing reliable operations is also an important goal. Traditionally, transportation engineers have focused their work on reducing vehicle travel time. However, vehicle travel time does not account for other factors such as safety, comfort, and predictability for the trips that we take. Although it is appealing to focus on shorter travel times, we must consider “travel time reliability,” which offers a holistic view to improving transportation operations. For example, if you often encounter a crash or unusually heavy traffic on your way to work, your travel time is not very reliable. To compensate for this lack of reliability, we typically leave early, which is time that could be spent in other areas of our lives.

A successful, inclusive transportation network must also consider the different needs of people with varying mobility needs and vehicle types across all modes. People traveling by foot and bicycle may not be as visible to people who are driving and may need a head start to travel through an intersection. New strategies and devices in our transportation network can help everyone move more safely.

#### **Waze Connected Citizens Program**

Austin Transportation is a member of the Waze Connected Citizens Program (CCP), which gives City staff access to real-time anonymized traffic and incident data generated by Waze users. City staff submits data to Waze on planned road closures and detours, like those due to special events or roadway construction, so the Waze app can redirect users to take alternate routes. In exchange for sharing this data, Waze sends notifications of crashes and unusual congestion to Austin Transportation staff, who then update signal timing plans and disseminate information as appropriate to keep our transportation network operating safely, reliably, and efficiently. Through this information-sharing, the CCP helps improve travel time reliability by helping Austinites make more informed travel decisions, getting us where we want to go, when we want to get there.



## Goods Movement

Action Item	Description
153 Last-mile delivery assessment tool	Create an assessment tool for last-mile delivery solutions to evaluate their efficiency, safety, access, and equity benefits.
154 Test and evaluate delivery robots	Issue a Request for Information to test delivery robots in select neighborhoods to determine use rates and identify infrastructure issues. Consider regulating size, weight, and authorized locations of last-mile delivery solutions to create citywide
155 Cargo and belly freight at ABIA	Expand cargo and belly freight facilities at Austin-Bergstrom International Airport according to the adopted Airport Plan to meet growing needs.
156 Non-radioactive hazardous materials routes	Work with TxDOT to complete the non-radioactive hazardous materials route designation study and implement route designations.

## Protecting Our Health and Environment

## Public Health

Action Item	Description
157 Establish baseline of healthy food and physical activity assets and opportunities	Support public health partners in establishing baseline data of existing community assets (e.g., <u>grocery stores</u> , urban gardens, community gardens, green space, trails, parks, etc.) and opportunities for healthy food and physical activity.
158 Health Impact Assessment criteria	Develop criteria for where, when, and how to conduct health impact assessments, and what criteria should be assessed.
159 Walkability and bikability evaluations	Develop a method to evaluate pedestrian and bicycle level of service. Conduct pedestrian and bicycle level of service evaluations early in mobility project design phase.
160 Expand transportation options to healthcare	Work with public and private transportation providers and public health partners to expand and enhance transportation options (e.g., number of accessible vehicles in the region, variety of transportation options to healthcare) for members of the community who have difficulty reliably traveling to healthcare appointments.
161 Reduce unhealthy behaviors	Work with public health partners and law enforcement to advocate for measures to reduce unhealthy behaviors, including binge drinking and impaired driving (e.g., restrictions on unlimited drink specials, enhance enforcement of laws on alcohol sales to minors,
161 Encouragement Programs	Expand and connect existing physical activity encouragement programs to encourage use of active transportation infrastructure.
162 Access to food and markets, including <u>Grocery Stores</u>	Explore the opportunities to develop a Safe Routes to Markets program <del>and/or use the Food Environment Analysis</del> to inform transportation planning.
163 CHA/CHIP participation	Continue to participate and contribute to Austin/Travis County Community Health Assessments and Community Health Improvement Planning (CHA/CHIP).
164 Access to community amenities such as <u>Grocery Stores</u> , <u>childcare</u> , and <u>healthcare</u>	Explore the opportunities to improve the transportation network system to increase access to community amenities such as <u>grocery stores</u> , <u>childcare</u> , and <u>healthcare</u> .



## Amendment 7

## MPT Garza – Item 33

## Designing for Safety

Action Item	Description
13 Right turn on red restrictions	Analyze the systemic issues which lead to crashes, including right turns on red, to determine appropriate policy recommendations.
14 High-Injury Network	Update the High-Injury Network on a regular basis to inform planning and prioritization.
15 Fire code street width requirements	Evaluate street clear width requirement in the fire code for emergency vehicle access to optimize safety for all street uses.

## Safe Behaviors

Action Item	Description
16 Safety education campaigns	Implement education campaigns promoting transportation safety culture and safe street design, as well as targeted campaigns around the top human behaviors which contribute to serious injury and fatal crashes. Use surveys to gauge awareness of transportation safety issues.
17 Education in-lieu of fine	Work with partners to develop and provide an optional education course for bicyclists and pedestrians cited for traffic violations to take in lieu of a fine.
18 Integrate active transportation into driving curriculum	Partner with entities teaching drivers education, administering driving exams, and teaching defensive driving to include information on walking, bicycling and transit.
19 Efforts to reduce top traffic violations	Work with the community to identify methods to reduce top traffic violations that contribute to serious injury and fatal crashes, focusing efforts on the High-Injury Network, while safeguarding against racial profiling and targeting.
20 Legislative safety efforts	Support legislative efforts to enable Texas cities to enact policies which support Vision Zero, including, but not limited to, slower default speed limits and the local use of automated enforcement systems.

## Managing Our Demand

## Land Use

Action Item	Description
21 Land Development Code update	Update the land development code to: - require a more compact and connected street network - allow for and incentivize transit-supportive densities and require a mixture of land uses along the Transit Priority Network - allow for missing middle housing types, including mixed-use infill development types. - work with the Land Development Code to reduce barriers to access high quality childcare.
22 Corridor-based land use planning	Conduct corridor-based land use planning in parallel with corridor mobility planning and implementation to calibrate zoning and land development code requirements with needs, constraints, and opportunities to create cohesive multimodal corridors, quality built environment, and transit-supportive and context-sensitive density.
23 High-Frequency Transit and Transit Proximity Definitions	Clarify definition for high-frequency public transportation, as well as the preferred travel shed distance for proximity to public transportation to be used in city land use and transportation planning efforts.

*Policy 3****Create places that encourage travel choice and are connected***

Design complete communities where land use encourages convenient transportation options and all modes are integrated into the transportation network

Complete communities are places where the transportation network is made up of complete streets. These places consist of highly connected streets and pedestrian pathways, which allow for multiple travel choices. Complete streets connect people to places by encouraging walking, bicycling, and taking transit, enabling people of all ages and abilities to move around easily and safely. Certain designs development patterns limit connectivity to neighbors like: cul-de-sacs, crash gates, etc. These strategies should be used as a last resort.

*'We need choice, connection, and safety to be prioritized.'*

—Community member

Land use regulations should require a proper density and mix of uses, encouraging complete communities by placing residential, employment, and commercial land uses in close proximity to one another.

Regulations

should also promote infill development, which provides opportunities to fill missing gaps in the transportation network. We must require transportation infrastructure for all modes to be properly constructed in conjunction with new development to be able to safely connect people to the places they need to go.

**South Central Waterfront**

The South Central Waterfront encompasses 118 acres directly across Lady Bird Lake from downtown. It is composed of 32 separate private properties. The South Central Waterfront Initiative promotes a vision and a set of recommendations, tools, and programs to guide redevelopment for this area over the next 20 years. The goal is to ensure that, as the area changes, every increment of change will contribute to making a great new district that:

Establishes a lively, safe, and attractive pedestrian environment,

Expands open spaces and creates great public places,

Enhances connections to and along the waterfront, and

Includes 20% new affordable housing units, which is approximately 530 units.

The Initiative's Vision Framework Plan sets a path to create a district-wide network of connected green streets, parks, trails, and public open spaces, while also ensuring appropriate density and character is retained as Central Austin develops.